

CLASSIFICATION SECRET

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CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

CD NO.

25X1

COUNTRY

USSR

DATE DISTR. 8 September 1955

SUBJECT

Conversion of S.S. TAMBOV

NO. OF PAGES 2

PLACE  
ACQUIREDNO. OF ENCLS.  
(LISTED BELOW)

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DATE OF  
INFO.SUPPLEMENT TO  
REPORT NO.

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German steamer CLARA BLUMENFELD, of 2,900 GRT, built in 1921 and previously  
used as a freighter, was converted into a fishery station and supply ship.

Additional cabins for 60 persons (in addition to the

mess-rooms and other spaces;  
complete theater equipment;  
enlarged kitchen installation and a bakery;  
refrigerating spaces for provisions and store rooms for fishing  
material to equip the fishing vessels;  
holds for herring casks;  
ice store for fresh ice to be delivered to the fishing vessels.

Furthermore, both the ship and her machinery were overhauled.  
The extraordinary delay in the delivery of the ship, which was set for  
January 1955, was caused by recurring breakages of the cylinders of the  
main engine. The bridge deck was entirely renewed. Strange to say, the  
nautical equipment has not been modernized. The ship still has her obsolete  
German magnetic compass

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She has no radar equipment nor a  
fish-finder. Her steering gear is of the old chain and rod system. It was  
learned that the conversion costs allegedly amounted  
to 1,700,000 westmarks, for which, however, no confirmation could be  
obtained.

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ARMY	#	X	AIR	#															

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3. [redacted] the S/S TAMBOV was bound for Murmansk. The ship was under the orders of the Ministry of Fishery in Moscow, which has a branch office in Murmansk. After being fitted out and provisioned in Murmansk, the ship was scheduled to proceed to her station on the fishing grounds.

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the Soviet S/S TAMBOV

the former

German steamer CLARA BLUMENFELD, of 2,900 GRT, built in 1921 and previously used as a freighter, was converted into a fishery station and supply ship. Her equipment included additional cabins for 60 persons (in addition to the accommodation for 24 crew members):

mess-rooms and other spaces;  
complete theater equipment;  
enlarged kitchen installation and a bakery;  
refrigerating spaces for provisions and store rooms for fishing  
material to equip the fishing vessels;  
holds for herring casks;  
ice store for fresh ice to be delivered to the fishing vessels.

Furthermore, both the ship and her machinery were thoroughly overhauled. The extraordinary delay in the delivery of the ship, originally set for January 1955, was caused by recurring breakages of the cylinders of the main engine. The bridge deck was entirely renewed. Strange to say, the nautical equipment has not been modernized. The ship still has her obsolete German magnetic compass.

She has no radar equipment, or a fish-finder. Her steering gear is of the old chain and rod system. It was learned [redacted] that the conversion costs allegedly amounted to 1,700,000 westmarks, for which, however, no confirmation could be obtained.

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On 11 May 1955 the S/S TAMBOV was ready for 25X1

a 24-hour preliminary shakedown run. Subsequently the crew arrived from Koenigsberg in a drifter. Some of the **crew members** hailed from Murmansk, the ship's home port, and had been transported by rail to Koenigsberg, while the other **crew men** came from Koenigsberg.

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